



DEPARTMENT OF THE NAVY

**COMMANDER FIGHTER WING ONE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460**

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From: Commander Fighter Wing ONE
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Encl: (1) Commander Fighter Wing ONE 1974-75 Command History

1. In accordance with reference (a), enclosure (1) is submitted.

G. L. Riendeau
G. L. RIENDEAU

Copy to:
Director of Naval History

Logger

COMMANDER FIGHTER WING ONE 1974-75 COMMAND HISTORY

1. COMMAND ORGANIZATION.

a. Captain Lowell R. MYERS relieved Captain KNUTSON as COMFITWING ONE on 16 July 1974 and on 29 August 1975 Captain Gerald L. RIENDEAU relieved Captain MYERS.

b. Missions and functions of Commander Fighter Wing ONE are as follows: Commander Fighter Wing ONE has overall responsibility for those squadrons and units assigned and for the continuing material readiness and type training of all fleet squadrons and units within his community. Although this basic responsibility extends throughout the employment cycle of the individual squadrons and units, direct management control is exercised by the Wing Commander only when these squadrons and units are shore based at the parent station.

c. The squadrons assigned Commander Fighter Wing ONE were as follows:

<u>SQUADRON</u>	<u>COMMANDING OFFICER</u>	<u>AIR WING</u>
VF-14	CDR C. L. LAVINDER	1
VF-32	CDR A. H. FREDRICKSON	1
VF-31	CDR W. L. DWYER	3
VF-103	CDR P. H. LINEBERGER	3
VF-41	CDR M. M. SCOTT	--
VF-84	CDR D. V. HANNA	--
VF-33	CDR J. M. WELCH	7
VF-102	CDR L. F. NORTON	7
VF-142	CDR J. L. UNRUH	6
VF-143	CDR R. W. SCHAFFER	6
VF-11	CDR R. K. KAUBER	17
VF-74	CDR F. E. TEMPLETON	17
VF-43	CDR J. O. HOLLAND	--
VF-101	CDR J. S. DISHER	--

Enclosure (1)

2. SUMMARY OF OPERATION

a. Training

(1) Commander Fighter Wing ONE has continued the "COMPEX" program thus continually observing and grading training exercises of all squadrons in "Fighter Country." Competitive exercises are used to grade every phase of training that squadrons perform and offers a comparative evaluation of overall wing readiness.

(2) Squadron administrative procedures are monitored by Commander Fighter Wing ONE conducting "ADMAT" inspections every eighteen months. This insures that all squadrons are complying with current directives and are operating in a safe and professional manner.

(3) Commander Fighter Wing ONE schedules and coordinates all live missile firing exercises required by the fighter squadrons when based at NAS Oceana. These missile exercises occur frequently and provide an important part of the squadrons' training cycle. More than thirty missile exercises are conducted each year utilizing the Sparrow, Sidewinder, and Phoenix missiles.

(4) The Commander Fighter Wing ONE dissimilar adversary program, utilizing VF-43's A4 aircraft and newly acquired T38 aircraft as adversaries, has proved very successful. This program will be greatly enhanced in 1976 with the addition of the Air Combat Maneuvering Range (ACMR). This range will allow aircrews to learn and benefit from each air-to-air engagement, by having an exact readout of the flight parameters/events as they occurred. The Air Combat Maneuvering Range should prove invaluable to "Fighter Country."

(5) The Conventional Weapons Technical Proficiency Inspection Program (CWTPI) has continued to successfully assess each fighter command's ability to perform technical operations and comply with current directives relating to assigned weapons and weapons systems. The inspection includes a certification program, ordnance safety procedures, weapons training program, records review, and release and weapons loading checks. The CWTPI has proved its worth in maintaining fighter squadron readiness.

(6) The Integrated Weapons System Review (IWSR) program has assisted greatly in the squadrons' turnaround cycle. The IWSR program has reinforced each commands' knowledge of missile systems, ECM, conventional weapons release and all electronic systems. The Fighter Wing ONE IWSR program has provided formal weapon systems training to flight crews and both formal and on-the-job training for nucleus of maintenance personnel. An IWSR is conducted for each squadron (both F4 & F14) once per year.

b. Safety

(1) Eleven of the fifteen Atlantic Fleet Fighter Squadrons completed fiscal year 1974 free of major aircraft accidents. The commands recognized for their accident free operations were: VF-14, VF-31, VF-32, VF-33, VF-41, VF-74, VF-84, VF-101, VF-101 Detachment Key West, VF-142 and VF-143.

(2) In September 1974, Fighter Squadron 101 Detachment Key West was selected as the U. S. Atlantic Fleet Fighter Squadron to receive the Chief of Naval Operations Annual Safety Award. The achievement of this coveted award is the hallmark indicative of dynamic and inspired leadership, esprit de corps, and professionalism in aviation safety.

(3) Seven of the fifteen Atlantic Fleet Fighter Squadrons completed fiscal year 1975 free of major aircraft accidents. The commands recognized for their accident free operations were: VF-14, VF-32, VF-41, VF-74, VF-84, VF-101 Detachment Key West, and VF-142.

(4) In September 1975, VF-84 and VF-101 were selected as the U. S. Atlantic Fleet Fighter Squadrons to receive the Chief of Naval Operations Annual Aviation Safety Award.

c. Readiness. Fighter Wing ONE squadrons proved a high degree of readiness by posting outstanding results on three unannounced missile shoots. The squadrons involved were VF-33 and VF-102 on 28 May 1975, VF-11 and VF-41 on 4 November 1975, and VF-142 and VF-143 on 23 March 1976. On this realistic test of readiness, squadrons are given a max of 12 hours notice prior to scheduled launch time for a missile.

d. Simulators. Simulated flying has become more a way of life in "Fighter Country" than ever before. Three new computerized flight and weapons systems have been added to the Fighter Wing inventory. The first, the 15C9, F-14 mission trainer became operational on 26 April 1974. The 15C9's function is to provide radar and weapon system training for Radar Intercept Officers. Secondly, the 2F95, F-14 operational flight trainer, was introduced on 19 September 1974. The purpose of the 2F95 is to provide F-14 front cockpit simulation of all operational flight regimes. Lastly, the 2F90 became operational on 26 November 1975 and added four A-4 cockpits for instrument and acrobatic simulation.

e. F-14

(1) Captain L. R. MYERS accepted the F-14 TOMCAT into the East Coast Fighter inventory with the transition and return of VF-14 and VF-32. An open house was held at NAS Oceana and the TOMCAT was well received.

(2) On 5 May 1975, VF-14 and VF-32 demonstrated the AIM 54A Phoenix missile, added to the Atlantic Fleet arsenal, with successful firings at Eglin AFB, Florida.

f. Air Combat Maneuvering Range. In August 1974 the Navy exercised its option for the east coast Air Combat Maneuvering Range (ACMR) and preliminary work was started to plan the installation. The addition of the ACMR will greatly increase the value of all ACM training done by providing an actual record of each engagement. The ACMR will contribute to a higher degree of squadron readiness once the project becomes operational.

3. SPECIAL TOPICS.

a. Management Information Center. The Management Information Center (MIC) continues to undergo subtle changes but allows Commander Fighter Wing ONE to keep abreast of the aircraft and financial status of all fighter squadrons. It is by far his most useful and up to date management tool.

b. Fighter Country Fling. In June 1975 the "PHANTOM FLING" became the "FIGHTER COUNTRY FLING" to include the new F-14 TOMCAT and VF-43's A-4 and T-38 aircraft. The "Fling" continues to get bigger and better every year with Commander Fighter Wing ONE doing the overall coordinating. The "FIGHTER FLING" promises to continue to be the biggest social event of each year in "Fighter Country" for all squadrons and honored guests alike.

4. CHRONOLOGICAL ORDER OF EVENTS. Significant events affecting COMFITWING ONE and the units thereof from March 1974 until February 1976 are presented in chronological order as follows:

<u>March 1974</u>	USS F. D. ROOSEVELT returned from deployment with VF-41 and VF-84. VF-32 received the first F-14 TOMCAT for the Atlantic Fleet at NAS Miramar, CA.
<u>April</u>	VF-102 returned from two week weapons deployment at NAF Fallon, Nevada.
<u>July</u>	VF-14 and VF-32 returned to NAS Oceana to begin operational flying in the F-14 TOMCAT. Captain Lowell R. MYERS relieved Captain KNUTSON as COMFITWING ONE.
<u>August</u>	USS AMERICA returned with VF-142 and VF-143, who will commence transitioning to F-14's.
<u>September</u>	The USS FORRESTAL returned with VF-11. VF-31 was recognized as the Navy's number one fighter squadron and received the Admiral Joseph CLIFTON award at the annual Tail Hook Convention in Las Vegas, NV. Hangar 404 formally declared operational at official ribbon cutting ceremonies.
<u>October</u>	COMFITWING ONE celebrated another Navy Birthday. VF-31 and VF-103 departed on cruise aboard the USS SARATOGA.

November

Captain MYERS transitioned to and flew the F-14 TOMCAT, thus providing a viable interface with COMFITWING ONE and F-14 operations.

VF-101 received the CNO Safety Award.

VF-32 made the first F-14 TOMCAT arrestment aboard the USS JOHN F. KENNEDY.

VF-41 and VF-84 departed on cruise aboard the USS FRANKLIN D. ROOSEVELT.

January 1975

Energy conservation efforts increased. COMFITWING ONE lent impetus to this cause by education of all hands to the benefits thereof.

VF-14 logged 1000 flight hours in the F-14.

March

VF-31 and VF-103 returned in USS SARATOGA after a successful cruise.

April

VF-142 and VF-143 arrived at NAS Oceana with TOMCATS, bringing the COMFITWING ONE complement of F-14 aircraft up to four squadrons.

VF-33 participated in a cross-deck exercise between HMS ARK ROYAL and USS INDEPENDENCE. VF-33 cross-decked with F-4 Phantoms while the British used Gannets.

June

VF-74 and VF-11 departed on Med Cruise aboard USS FORRESTAL.

COMFITWING ONE administered ADMATS to VF-102, VF-103 and VF-31.

July

VC-12 arrived as NAS Oceana's first reserve squadron.

VF-41 and VF-84 returned from cruise aboard USS FRANKLIN D. ROOSEVELT.

August

COMFITWING ONE administered ADMAT to VF-142.

Captain Gerald L. RIENDEAU relieved Captain MYERS as COMFITWING ONE.

VF-31 Det deployed aboard USS NIMITZ.

September

VF-74 and VF-11 returned from an extended deployment aboard USS FORRESTAL

VF-11 received the coveted Battle E award.

October VF-32 received the Admiral Joseph CLIFTON award.

November VF-102 and VF-33 departed for an extended deployment to Mediterranean aboard USS INDEPENDENCE.

COMFITWING ONE underwent ADMAT inspection conducted by COMTACWINGSLANT.

December COMFITWING ONE administered ADMAT to VF-41.

January 1976 COMFITWING ONE administered ADMAT to VF-143.

February VF-101 commenced Fleet replacement pilot training in the F-14 TOMCAT.